



NEW PAINT--Park aides Dave Newton (left) and Patti Green prepare to paint Yaquina Bay Lighthouse (in background), Newport. At right, they touch up a stairwell in preparation for the spring park season. See page 6 for Yaquina Bay Lighthouse history.

First 'Access' route near Bend

Access Oregon Highways move from concept to reality this spring.

Work currently is underway on a segment of U.S. 97 in Central Oregon, and 13 more contracts are scheduled to be up for bid this year.

The Access Oregon Highways program focuses state gas tax dollars on selected routes to make significant improvements that aid economic development. Following a series of statewide public meetings, 15 routes were selected for the program.

The 13 existing and two proposed routes carry high volumes of traffic, support regional economic strategies or connect urban areas, ports, borders, or tourist and recreation destinations.

The Highway Division is letting contracts this year for 13 projects, totaling more than \$22 million. Work is currently underway on the first Access Oregon Highways project, a \$2.3 million project on U.S. 97 in Central Oregon.

All together, those 14 projects are included in the 44 total projects

identified for the first three years of the program. The overall cost is \$131 million.

The first Access Oregon Highways project will widen a two-lane stretch of U.S. 97 to four lanes from north of Redmond to south of Bend.

"Motorists are seeing long strings of traffic more frequently, especially in bad weather," said Dale Allen, Region 4 engineer, Bend.

"We have vacation traffic in summer, skiers in winter, and mobile homes and trailers. There are lots of peak traffic days and, with oncoming traffic, people just can't pass. The volume of traffic is exceeding the capacity of the two-lane road. Intermittent passing lanes just aren't enough," Allen said.

The first phase of the project will be completed in June.

Not all Access Oregon Highways projects have been identified. Consultants are now performing corridor studies on various routes to determine the best long-range improvements.

Developing projects on routes will involve discussions among local officials, the Economic Development Department and Highway staff, followed by a series of public meetings. Selected Access Oregon Highways projects will be included in the next update of the Six-Year Improvement Program, in 1990. Those projects will compete for the remaining \$120 million of the \$250 million allocated for 1989-94.



DMV joins battle against spread of gypsy moth

The Motor Vehicles Division traditionally has involved itself in public safety issues, but now it has gone one step further.

DMV helped the Oregon Department of Agriculture nearly eradicate the gypsy moth from the state, according to Kelly Taylor, driver license issuance supervisor.

"We've been working in cooperation with ODA since early 1986 to help them track possible gypsy moth egg masses in the state," Taylor said. "In that time, with our help, the gypsy moth has been nearly wiped out in Oregon."

Alan Mudge, an entomologist with ODA's plant division, described the gypsy moth as "a destructive insect pest of trees and shrubs, which thrives in the northeastern U.S."

"During recent years, the gypsy moth has

infiltrated the Pacific Northwest by infesting outdoor household articles accompanying indi-



UP CLOSE--The lighter-shaded female gypsy moth (on left) is compared with the male.

viduals or families who move here from the northeastern U.S.," Mudge said.

There are 18 key eastern states in which the gypsy moth thrives, according to Taylor.

"By examining driver licenses turned into DMV offices by new Oregon residents, the ODA has been able to track down families who have moved to Oregon from those key states and locate possible egg masses on outdoor equipment that they moved with them," Taylor said.

Persons who move to Oregon from any of those 18 states turn in their old licenses when applying for an Oregon driver license. Those licenses are sent to the Driver License Issuance Unit for processing and are then returned to the issuing states.

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DIRECTOR'S COLUMN

Search is on for funding at Legislature

By BOB BOTHMAN
ODOT Director

The pace of the 1989 legislative session is brisk, and legislators are working hard to resolve two key issues: the state spending limit and school funding. Sticking with our current limitation on state program spending deprives state programs, and the governor's Children's Agenda needs more revenue.

With Oregon's economy running in high gear, it has become increasingly important to consider our constitutionally imposed limitation on spending. And as Oregon's population grows, more money will be needed to pay for programs relating to crime prevention, drug abuse and education.

As a result, discussions concerning transportation definitely are limited to the House and Senate transportation committees. Transportation is not one of the major legislative issues this year. Still, we are tracking some legislation that will have far-reaching implications for ODOT.

PARKS--A proposal to separate the Parks Division from ODOT and create a Department of Parks and Recreation certainly is the most far-reaching, long-range piece of legislation for Parks. So far, we haven't found any opposition to it. Legislators have asked us why it's needed, and we have responded that now is the time to advocate an expanded State Parks system, preserve what we have now and plan for the future. To do that, we must give Parks departmental status and a separate commission.

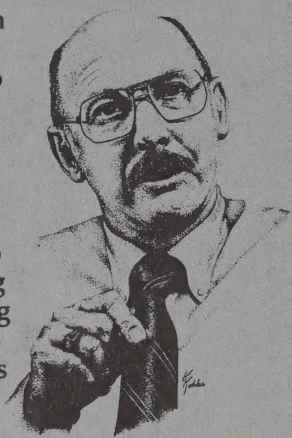
TRANSIT/HIGHWAY--Funding also is at issue with proposals affecting the Public Transit and Highway divisions. A motor

carrier taxation bill would provide for equity in taxing trucks. There's no doubt in my mind that we have the best highway taxing structure in the nation--backed by our user-pay and cost responsibility approach. The proposed legislation would build equity into that taxing structure.

Another piece of legislation involves a major funding package for the entire state. That legislation would provide for a two-cent gas tax increase in 1991. The department's plan is to continue to seek two-cent per year increases for the rest of the century. That increase is being paired with a 17 percent rise in weight-mile taxes and a proposed \$10 increase in vehicle

projects would come from a one-cent cigarette tax increase to support transportation services for elderly and handicapped persons statewide. That would double the current one-cent cigarette tax and bring in an additional \$3 million.

AERO--The so-called MOGAS bill, if passed, would mean the infusion of \$250,000 to the Aeronautics Division by transferring unrefunded fuel taxes for automotive gasoline used by airplanes in Oregon. Aeronautics needs the money to endure a reduction in revenue corresponding to the drop in general aviation use--despite Oregon's healthy economy.



With Oregon's economy running in high gear, it has become increasingly important to consider our constitutionally imposed limitation on spending.

registration fees.

The third part of that state funding package allows a local option vehicle registration fee not to exceed the amount charged by the state. If the entire package succeeds, it would be possible for the vehicle registration fee to go from \$10 to \$40 a year.

A piece of legislation proposes to extend the payroll tax to all employers in the Portland metropolitan region. If passed, the bill would allow that tax money to be used by government agencies and school districts for public transit projects.

Another component of the Portland funding package includes the creation of a light-rail construction fund, providing half the match for federal funding. Another aspect of that Portland funding involves a constitutional amendment to allow local vehicle registration fee revenues to be used for transit. This is the first attempt to allow trust fund dollars to be used for something other than strictly highway projects.

Additional funding for public transit

DMV--The Motor Vehicles Division is bringing Oregon's Commercial Driver License program in line with the federal program (see related story, this issue). DMV also is involved in legislation designed to fund all motor vehicle driver programs by placing a fee on those programs; currently those programs are supported by the Trust Fund collected from highway users. The legislation would essentially charge violators to pay for DMV's hearings officers by charging larger insurance premiums. The bottom line is an additional \$8 million for Oregon's roads.

Of course, all the above pieces of legislation are in addition to preparing and presenting each of our agency's budgets. It has taken a real team effort from us all.

What pleases me most this session are the comments from legislators that our people are accessible and respond quickly to their questions. Not only does this lend credibility to our programs, it also speaks well of the quality people we have representing us at the State Capitol. Thanks.

Letters



Lend some advice

Dave Talbot,
Parks Division Administrator,
Salem:

I recently stayed two weeks in Oregon, spent several days at Joseph Stewart State Park, and want to commend you and your staff for such a well maintained park.

It is clean and efficiently run, and it is such a pleasure to once again visit your state in a recreational vehicle and enjoy it so much.

We have visited lots of state parks here in California, and also in Arizona, Idaho, Kansas and Oklahoma. None can compare with Oregon's. I think that because you are doing such a good job you should give some advice to other states.

Mr. and Mrs. Glen Way
Salinas, Calif.

Helpful folks

Dave Moomaw,
DMV Administrator,
Salem:

I have just returned to Oregon and have dealt with DMV in several states, and I would like to say that your staff at the Coquille DMV is just outstanding in all respects.

It is a real pleasure to walk into that office, as they are so helpful, courteous and efficient.

Delos Hoffman
Broadbent

Note from England

Dave Talbot,
Parks Division Administrator,
Salem:

I recently returned from a most enjoyable holiday, part of which

was spent in a motorhome in several of your state parks.

I must congratulate you on the beauty, cleanliness, maintenance, courtesy of the staff and indeed in every aspect of your operation, not least the very reasonable cost of the service provided by your parks.

You and your staff are to be congratulated on providing such superb amenities. Thank you for helping to make my holiday so enjoyable.

J.P. Weeks
England

Sense of humor

Dave Moomaw,
DMV Administrator,
Salem:

My wife and I recently went to the Southeast Powell DMV office in Portland to obtain our Oregon driver and auto licenses (we are from California).

Jon Woodley, who was helping us, was most helpful, courteous, patient and had a positive sense of humor. His efficient attitude helped us through the two-hour pro-

cedure a great deal.

You and your management team are obviously doing the right things.

Edwin M. Belles, Jr.
Portland



ODOT NEWS

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Day-care plan gets panel OK

The Transportation Commissioners in March approved a child-care proposal for ODOT and other state employees who work in the Salem area.

Specifically, the commission authorized ODOT to move ahead with lease agreement negotiations for two child-care centers, including the former governor's home, at 796 Winter St., and another building, at 1133 Chemeketa St. N.E., Salem.

The commission also authorized the department to present its day-care proposal to the Legislature for approval and to develop a payback strategy that would recoup start-up costs for the pilot project.

ODOT will be asking legislators for approval of monthly rental fees of \$3,350 for the two-year project, according to Sandy Stafford of Chemeketa Community College. Chemeketa has entered into a partnership agreement with ODOT to

'It's going to be a model for the entire state.'

provide student child-care providers, a center director, secretarial and administrative staff. Chemeketa also has agreed to assign one of its staff members to apply for program grants.

Plans originally called for conversion of the Environmental Section building--located across the street from the Transportation Building--for infant/toddler care (ages 6 months to 2 1/2 years). A two-story building at 1133 Chemeketa St. N.E.--located next door to the Environmental Section--has been selected as the new site for infant/toddlers, with a total capacity of 42 children.

The former governor's home will house 38 children of preschool age, 2 1/2 to 6 years. That facility is being provided rent-free; the \$3,350 monthly rent, if approved by the Legislature, will be used mainly for the Chemeketa Street site, according to Virginia Carey, chairwoman of ODOT's Child-Care Task Force.

In speaking before the Transportation Commission, Stafford said, "We've done a lot of work on this, and we're really excited about it. It's going to be a model for the entire state."

The pilot project is being tied with Gov. Neil Goldschmidt's Children's Agenda, according to Stafford.

The 80 day-care openings will be made available to department employees on a first-come, first-served basis. After an undetermined period, unfilled spaces will be offered to other state employees. Representatives of the Adult and Family Services Division and Public Service Building have expressed an interest, according to Carey.

Once a board of directors is selected, that panel will set monthly rates for the centers, Carey said.

Collectors



FOOD DRIVE--Marilyn Rainey (far right) and Nancy Bradbury of the Motor Vehicles Division, Salem, prepare to send food donations to Oregon Food Share, sponsor of the annual State Employees Food Drive. This year, DMV employees gave 16,993 pounds of food, compared to 3,130 pounds in 1988. Gresham DMV field office employees gave 5,310 pounds of food this year, more than any other DMV field office, according to Rainey, who coordinated the drive with Bradbury for Motor Vehicles.

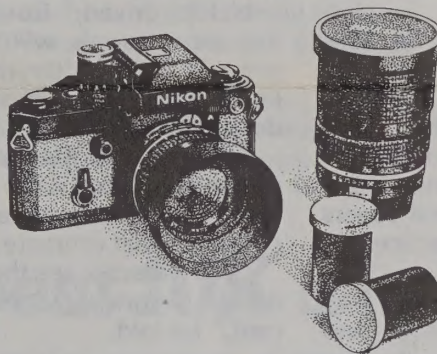
Photo contest deadline one month away

Deadline for the ever-popular Oregon Transportation Week Photo Contest is May 1.

All ODOT employees and retirees are encouraged to enter. There is no entry fee.

Entries must relate to ODOT or to transportation in Oregon. Professional photographers are not permitted to enter.

Submit either a color or black-and-white print (no slides are permitted). Photos should be 3 1/2-by-5 inches or larger and need not be mounted or framed. Tape a card on the back of each print with your name, work address and phone number. Send your entry to: Photo



Contest, Room 140 Transportation Building, Salem, Ore. 97310. There

is no limit on the number of entries permitted per person.

Entries offensive to segments of the ODOT population will be disqualified.

All entries will be judged together for first, second and third place awards. The three winners will be printed in VIA. No statewide traveling photo exhibit is planned this year, according to Lisa Flowers, chairwoman of Oregon Transportation Week.

Contact Andy Booz, VIA editor, 378-6546, for more information.

Rest areas to get facelifts

The Highway Division is getting rest areas ready for the summer travel season.

Improvements include replacing worn out sidewalks and picnic tables, improving building and parking lot lighting, extensive roof repairs and general clean-up, according to Don Neron, buildings superintendent for highway maintenance facilities.

"We will concentrate, for the most part, on rest areas with tourist information centers and those located on major arterials," Neron said. "All work is expected to be finished by the start of the summer tourist season."

Neron said as a result of a user survey conducted by the Highway Division last year, soap dispensers are being installed at all rest areas.

"Our main concern was possible damage to the dispensers, but after extensive testing, we believe they are vandal-proof," he said.

NEWS BRIEFS

Vehicle registrations increase in 1988

Nearly 40,000 more vehicles were registered in Oregon in 1988 than in 1987, according to the Motor Vehicles Division.



DMV records show that almost 2.8 million vehicles were registered in Oregon during 1988. Eighty percent of the total were passenger vehicles.

Highway gets record-level damage claims

The state Attorney General's Office recovered a record \$1,386,493 in damage claims for the Highway Division during 1988.

The claims, the result of damage to Oregon's roads and bridges, included \$800,000 from the owners of a cargo ship that struck the Astoria Bridge in 1987.

Youths clean highways during spring break

About 200 young Oregonians joined the state's Youth Litter Patrol to pick up trash along state highways during spring break in mid-March.

The youths focused on major freeways, highways and tourist routes and other areas where litter tends to collect. The patrol is funded through custom license plate fees. Last spring more than 84 tons of trash were picked up along 400 miles of state highways.

New licensing law affects 120,000 truckers

A new federal mandate addressing commercial motor vehicle regulations may demand changes in driver licensing procedures for many state Highway Division maintenance employees.

If the 1989 Legislature passes House Bill 2148--better known as the Commercial Driver License (CDL) bill--new licensing standards will go into effect for drivers of commercial vehicles.

The bill, part of the federal Commercial Motor Vehicle Safety Act (CMVSA) of 1986, is aimed at improving highway traffic safety. Concerned about truck and bus safety on state highways, Congress enacted the CMVSA to address those concerns. As a result of the legislation, the federal government set new minimum standards for regulating and licensing drivers of commercial motor vehicles.

While Oregon's current driver license classification system is based on the number of axles on a vehicle, the new system will be based on vehicle weight, according to Steve Ross, Oregon's CDL coordinator for the Motor Vehicles Division.

"Any vehicle or vehicle combination weighing more than 26,000 pounds will be considered a commercial motor vehicle under the new system," he said. Any vehicle designed to carry 16 or more passengers, including the driver, or any vehicle carrying hazardous materials requiring vehicle placards, also will be defined as a commercial motor vehicle, according to Ross.

"Since many state maintenance workers drive vehicles that will fall under the new classification system, we are stressing they become familiar with the CDL program and its requirements," Ross said.

The federal government has given states until April 1, 1992 to convert to the new system. States not in compliance with the mandate will begin losing substantial federal highway money in late 1993, Ross said.

Oregon plans to begin implementing the new system in early 1990, allowing for a two-year conversion process. Approximately 120,000 Oregon drivers are expected to convert.

However, before converting, drivers must first pass a federally authorized written knowledge test. Composed of 50 questions, the test covers general knowledge and safe driving practices for drivers of large vehicles.

In addition to the general test, applicants may be required to take additional knowledge and



TESTING--Gil McAuslan, a Motor Vehicles Division driver examiner (in background), administers a test to an unidentified trucker. Approximately 120,000 Oregon drivers are expected to be re-tested as a result of new Commercial Driver License legislation.

skills tests, depending upon the type of vehicle they plan to drive, their past driving experience and record.

"Although highly unlikely, it is possible to require an applicant to take up to six different knowledge tests, along with a skills test to receive the adequate license required for the vehicle(s) driven," Ross said. "Generally speaking, most people will be required to take the general knowledge test plus two additional knowledge, or endorsement, tests to obtain their desired license."

Although the Motor Vehicles Division hasn't obtained a copy of the test, initial studies of the tests' failure rates were nearly 50 percent. Ross considers that estimate high.

"We expect to see the failure rate closer to our overall historical failure level of around 35 percent," he said.

No study material is currently available. DMV has received a draft of the federally proposed driver manual and expects to have study manuals available late this summer.

"Don't wait until the last minute and glance at the manual before taking the test," Ross cautioned. "We're going to have a difficult time converting 120,000 drivers before the deadline as is. If people fail the test and have to return to try again, they're not only adding an extra burden to themselves, but inevitably on everyone involved in the conversion process."

The Motor Vehicles Division's CDL Unit has added public information representative Kim Partridge to the staff to develop an informational campaign and help maintain a smooth transition to the new system. Contact Partridge for additional information about the conversion process or the CDL program at 378-6966.

Moths: Lawn furniture transports egg masses

Continued from Page 1

Taylor explained that, every few weeks, an ODA representative visits DMV, examines a stack of licenses, and takes note of the names and addresses of people who previously lived in one of the 18 suspected states.

The Department of Agriculture then sends a questionnaire to that household to ask what types of furniture--specifically, outdoor fur-

niture--that person had brought from their previous state of residence.

Because the egg masses are usually laid on outdoor equipment--such as barbecues, motor homes or playground equipment--the ODA requests permission to visit the home for an on-site inspection if the returned questionnaire indicates those things were transferred.

The Department of Agriculture requested information on nearly 10,000 licenses, mailed almost 8,000 questionnaire and received back about 4,500. ODA then conducted 509 inspections, with 37 of those revealing positive identifications of gypsy moth masses. Officials then either determined whether the gypsy moth masses were viable or destroy them.

"The low percentage of positive finds shows that moving companies and individuals are taking a great deal of care to inspect outdoor household articles before moving to Oregon," Mudge said. "Also, the gypsy moth infestations in the northeastern U.S. are at a low point in their cycle."

Civic leaders spend a day behind a DMV counter

Civic leaders in 11 Oregon cities will get a chance to see the Motor Vehicles Division up close this May during the division's Day Behind the Counter program.

The program is being coordinated by Dave Davis of DMV's Public Affairs and Legislation Section.

"We want to offer people a chance to see what goes on in our field offices," Davis said. "It's just not possible for a customer to grasp all the things we do in the 15 or so minutes it takes to complete a transaction. By spending two hours as an observer, people can get a much better idea of the complexity of the job we do."

The Day Behind the Counter program is designed for observers to

share their experiences with others, according to Davis.

"We are recruiting people from service and civic groups, so that once the volunteers have spent time in a field office, they can report back to their organizations," Davis said. "That way the experience can be shared by a group instead of just one person."

The program will involve DMV field offices in Gresham, Sherwood, Portland, Salem, Woodburn, Eugene, Redmond, Klamath Falls, Coos Bay, Pendleton and La Grande.

The Day Behind the Counter program will be held May 16 and 18, and will coincide with Oregon Transportation Week.

Pavement now in better shape

Oregon's highways continue to show gains in pavement condition.

The newly released 1989 "Pavement Management Report" shows that 67 percent of the state highway system is now in "fair or better" condition. The 1988 pavement condition survey showed a gain of 6

percent from 1986.

The Highway Division's Surface Preservation Program has contributed to the improved condition of state roads, prolonging road life and providing a better ride for motorists, according to State Highway Engineer Don Forbes.

Retirees to meet

Carol Mitchell, public information officer for the Highway Division, will discuss current highway activities with the Highway Retirees group May 2.

The Highway Retirees will meet at 11:30 a.m. at Myrl's Chuckwagon restaurant, 2265 Lancaster Dr. N.E., near the Bi-Mart store in Salem.

All ODOT retirees are invited.

Secure



STABILIZER--Engineering Technician 1 Jose Villalpando (in foreground) and Highway Engineer 2 Mike Struloeff check the installation of Gabion wire baskets used in a retaining wall on the Crown Point Highway. A one-mile section of that road closed for repairs in January reopened in March to allow construction crews to reinforce a slide area beneath the highway. The project also included installation of guard rail and drainage pipe to avert future slides.

Reflectors shy away deer from highway

The Highway Division plans to install reflectors along a stretch of U.S. 97 in Central Oregon to reduce the number of deer killed while crossing the highway.

An estimated 500 deer are struck and killed by passing motorists on the highway each year, according to Dick Nelson, district maintenance supervisor, Bend. He said the highest number are killed during the spring and fall.

"Much of this occurs because the deer along the 97 corridor have to migrate twice a year between the mountains and the desert," Nelson said. "The deer have to cross that highway to get from one place to another."

The Swareflex Wildlife Highway Warning Reflector system will be placed along two one-mile stretches of highway between Bend and Klamath Falls this summer as part of a two-year study.

Nelson said headlights from approaching vehicles are reflected into the adjacent roadside area, and that discourages deer from nearing the highway.

"The theory being that because it's red, the deer thinks it's a predator's eyes. Therefore while the light is present, the deer will not cross the highway," Nelson said.

The Swareflex system is manufactured by D. Dwarovski and Co. of Austria and will cost the Highway Division an estimated \$7,000 to install.

Nelson is interested in the system's maintenance costs and in testing its effectiveness.

The two-year study is a joint

effort of the state Highway Division, the Oregon Department of Fish and Wildlife and Oregon State University. The Oregon Cooperative Wildlife Research Unit at OSU will collect and analyze the data.

"There's conflicting information from other states about whether the system works," Nelson said. "It's going to take two to three years to get sufficient data for evaluation."

If the system is a success, reflectors could be installed at all major deer crossing locations statewide, he said.

Nelson said that, if the system is effective, it will protect the deer population and Oregon drivers.

Because the devices only work at night, other methods of reducing the number of animals killed are being considered, Nelson said. Those steps could include reducing the amount of roadside vegetation to increase visibility and give motorists more time to avoid the animals.

Retirees talk of future plans

(Following are reports from two ODOT Class of 1988 retirees whose information was received after the publication deadline for "Retirees' Review," a yearbook distributed in March.--Editor)

John R. McLaughlin
Highway Engineer 1
Highway Division
29 Years of Service

John began his 29-year career with the Highway Division as a rear chainman in Prineville. His career involved work in Baker, Pendleton, La Grande, North Bend, Roseburg, Hermiston, Salem, Myrtle Creek, Tillamook and Condon.

John's favorite job was working as a construction field office manager. The biggest change he noted was in the area of computer technology.

Plans for retirement: John plans include square dancing, traveling, working with computers and maintaining his home.

Richard E. Zitzewitz
Program Coordinator
Highway Division
31 Years of Service

Dick began his career in 1957 working summers as an engineering aide in Portland and The Dalles. In 1959 he began working full time in the Portland region office. He worked in the Materials Testing Lab in Salem from 1959 to 1963 and in Construction until 1965. Richard joined the Accounting Section as a program coordinator in 1967 and worked there until retirement.

Dick's fondest memories over his career involve the people he worked with.

Changes: Dick noted that the computer brought many changes including accounting automation.

Plans for retirement: Dick plans to relax and travel.

ODOT women attempt repeat 10K win

There's still time to search the closet for your running shoes: The annual Oregon Transportation Week fun run/walk is scheduled for May 20 at Minto-Brown Island Park, Salem.

This year's event is being called the Oregon Transportation Week/Jackson Scholar Benefit Run because entrants are asked to donate \$1 to the Glenn Jackson Scholarship Fund when registering.

A 10-kilometer (6.2 mile) run begins at 9 a.m. The gun goes off at 9:45 a.m. for three more events--a 2-mile run, a 2-mile walk and a 2-mile race walk. The race walk is being held for the second consecutive year, according to event organizer John Gander of ODOT's Safety Section.

The first 100 entrants who pre-register will get free either a painters hat or visor, whichever organizers make available. T-shirts also will be available at \$6 each.

Certificates for The Scholars Store merchandise will be given to the men's and women's age-group winners in the 10K race, and all finishers will win ribbons. Age groups begin with 20 and under, with successive 10-year increments.

Entry forms are being distributed through all ODOT managers.

The event comes at the end of Oregon Transportation Week, May 14-20.

Each year, state DOTs compete for the fastest aggregate time in the 10K run. National awards are given to the state DOTs with the fastest aggregate time in the 10K Open race (five best times), the 10K Women's race (three best times) and the Over-40 Master's 10K race (three best times). A participation award goes to the state with the

greatest percentage of employees competing.

Oregon women will be racing to keep their national title, which they won in 1988.

Runners don't have to race in Salem to enter the competition; they can run a 10K course, preferably a certified one, anytime in May and mail that time to Gander.

DMV offices outgrow space

Some Portland-area DMV offices are so busy they are outgrowing their current buildings.

Russ Graham, Field Services Branch assistant administrator for the Motor Vehicles Division, told the Transportation Commission in March that the number of Portland-area DMV customer transactions increased 26 percent from 1987 to

1988.

Plans are to move the Clackamas Town Center office to the Clackamas Promenade, and to move the West Portland office to a building at Macleay and Fifth. Graham said DMV also is considering the future relocation of the Gladstone and Lake Oswego DMV offices.

That's no farm truck--it's a fresno

A photograph caption published in the March VIA incorrectly identified what appeared to be a horse-drawn farm implement crossing a bridge, with a truck parked underneath that structure.

Dozens of Highway Division

engineers since have contacted the Public Affairs office, explaining that the truck is probably being loaded with gravel. The "bridge" has a hole in the deck through which a fresno scraper dumps material into the truck.

Way back when



CIRCA 1873--The Yaquina Bay Lighthouse, now within Yaquina Bay State Park, is shown here in this 1873 photograph.

Lighthouse marks bygone maritime era

The Yaquina Bay Lighthouse, located within Yaquina Bay State Park, was built in 1871 to provide a harbor entrance light for Yaquina Bay. It is the only lighthouse on the Oregon Coast with a combined keeper's dwelling and light tower, and is the oldest existing building in Newport.

Lightkeeper Charles H. Peirce, his wife Sarah and their 10 children lived in the lighthouse, and the older children helped their father tend the light.

Within three years, use of the Yaquina Bay Lighthouse was discontinued. Its light proved not to be visible to ships approaching from the north because of protruding headlands, so in 1873 the federal government constructed a more efficient lighthouse at nearby Yaquina Head.

The Yaquina Bay light was extinguished and was never reactivated.

Since then, the building was used for other purposes--to house U.S. Army Corps of Engineers as they built the Yaquina Bay north jetty, and to house the U.S. Coast Guard. In 1934, the Oregon State Highway Division acquired the property surrounding the lighthouse for a state park, and 12 years later, the Highway Division commissioned the lighthouse for demolition.

Local residents rallied together, formed the Lincoln County Historical Society and, with the help of the Oregon Historical Society, preserved the lighthouse for use as a county museum. In 1974 however, Oregon State Parks closed the lighthouse and began restoring it.

SAFETY AWARDS

Salem Maintenance Office; Ken Husby, supervisor; 500,000 hours.

Milwaukie Extra Gang; William Stark, supervisor; 50,000 hours.

Cascade Locks Maintenance Crew; Dan Gibson, supervisor; 50,000 hours.

Parkdale Maintenance Crew; Dave Lamb, supervisor; 50,000 hours.

Milwaukie Bridge Crew; Dewayne Cabe, supervisor; 50,000 hours.

Oakridge Maintenance Crew; Roland Roberts, supervisor; 300,000 hours.

District 6 Bridge Crew; Bill Brimhall, supervisor; three years.

Region 4 Office Crew; Dale Allen, supervisor; 250,000 hours.

Klamath Falls Maintenance Crew; Donald Stuk, supervisor; 600,000 hours.

Region 5 Paving Crew; Donald James, supervisor; 15 years.

Beaverton Engineering Crew; Bob Heard, supervisor; 50,000 hours.

Klamath Falls Engineering Crew; Richard Steyskal, supervisor; 350,000 hours.

Portland Engineering Crew; Mike Fisher, supervisor; 150,000 hours.

Hermiston Engineering Crew; Michael Gardner, supervisor; 500,000 hours.

Moving up
Moving up
Moving up
Moving up



Central Services

Cheryl Maerz, management assistant A to administrative assistant 2, Salem.

Highway Division

Kevin W. Bachle, highway maintenance worker (HMW) 3 to HMW 4, Salem.

Jerry H. Baggett, HMW 2 to HMW 3, Prineville. Susan Gatliff, secretary to district office manager, Corvallis.

Rayphel Heggie, HMW 2 to highway maintenance foreman 1, Mitchell.

Walter Hill, storekeeper 1 to supervising storekeeper C, Salem.

Henry D. Petite, engineering aide to engineering technician (ET) 1, Salem.

Michael A. Salisbury, HMW 2 to HMW 3, Clackamas.

Joe J. Schieman, HMW 2 to HMW 3, Salem.

David A. Tebeau, ET 1 to ET 2, Salem.



Cheryl Maerz
Administrative
Assistant 2
Salem

Motor Vehicles Division

Deanna Ball, clerical specialist to management assistant A, Salem.

Curtis Helmer, motor vehicle representative (MVR) 1, Northeast Portland, to MVR 2, Beaverton Drive Test Center.

Albright awarded April 24

The Isabel Albright Secretarial Award will go to one of eight finalists at a noon luncheon at the Black Angus Restaurant, Salem, on April 24.

The winner will receive an out-of-state professional seminar, and the finalists will receive a one-day seminar within Oregon.

The award is named for Isabel Albright, a retired executive assistant to the state highway engineer.

This year's candidates include:

- Lori Bowman, secretary, Program Support Section, Motor Vehicles, Salem;

- Sherri Lewis, management assistant, State Highway Engineer's Office, Highway Division, Salem;

- Diana Nerby, management

assistant, Materials and Research Section, Highway Division, Salem;

- Sandra Payne, secretary, Commission Services, Central Services, Salem;

- Sara Peterson, management assistant, Region 2 Office, Parks and Recreation Division, Tillamook;

- Irene Smith, clerical specialist, Region 4 Location Office, Highway Division, Bend; and

- Linda Zimmerman, administrative assistant, Airports Branch, Aeronautics Division, Salem.

Tickets for the April 24 luncheon may be purchased from the State Highway Engineer's Office, 102 Transportation Building, Salem, Ore. 97310, phone 378-6516. Price is \$8.50 per person, including gratuity.

3-E Awards picked soon

The process is underway for selecting winners of the Highway Division's annual 3-E Awards Program.

The 3-E Program recognizes the outstanding service of employees based on traditional Highway Division values of efficiency, economy and excellence. Each year, 14 winners are selected--one management and one non-management Highway employee from each region and four from Salem headquarters.

The deadline for Salem headquarters nominations is April 7. Region finalists will be selected by April 14. Winners of the 3-E Award will be recognized at an awards banquet in mid-May.

RETIREMENTS

Roy Ford, Sr., highway maintenance worker 2, Klamath Falls, retires in April after 20 years of service.

Howard Hamilton, highway engineer 4, Salem, retires in April after 32 years of service.

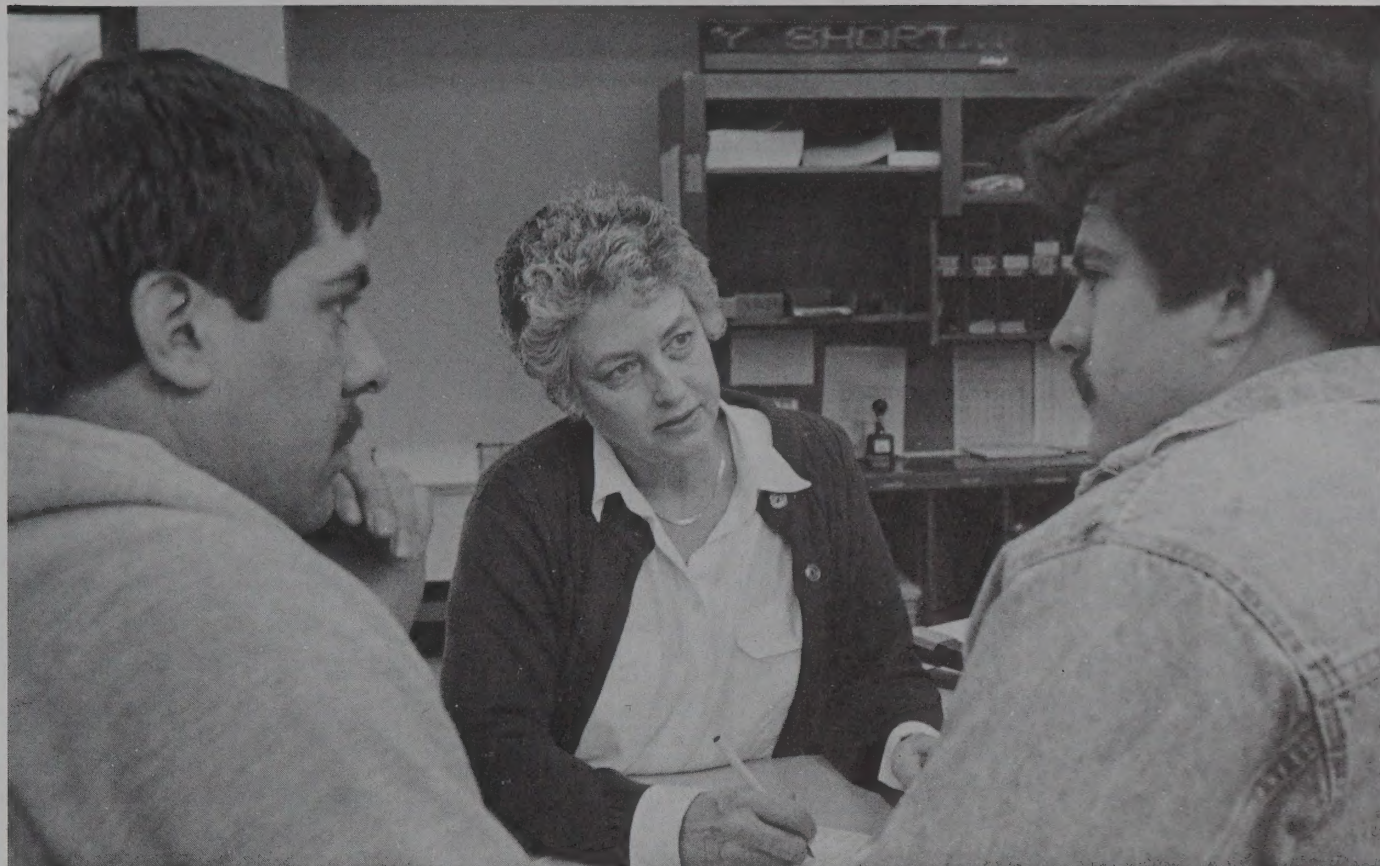
Lowell Shelton, highway maintenance supervisor A, Ontario, retired in February after 34 years of service.

REMEMBERING

Frank Miller, highway maintenance worker 2, Highway Division, Detroit, died Feb. 6. Miller, who was 74, retired in 1980 after 24 years of service.

Julius Pincus, radio technician 2, Highway Division, Salem, died Feb. 7. Pincus, who was 70, retired in 1976 after 16 years of service.

On the job: Marilyn Fredrickson



CUSTOMER SERVICE--Marilyn Fredrickson works with Motor Vehicles customers as well as manages DMV's East Portland Drive Test Center. Fredrickson, a hands-on manager, says, "I love this office and my job."

By **DAN DLUGONSKI**
DMV Informational Assistant

For Marilyn Fredrickson, manager of DMV's East Portland Drive Test Center, each morning is like a roundup and a race start.

"But it's not as hectic as it seems," she says as she glances down the office counter to see if enough work stations are staffed, then slips through the back door to count how many examiners are waiting to begin testing.

With the clock nearing 8 a.m. and all employees in place, Marilyn does a quick scan of the lobby area. She opens the double set of doors and gets out of the way as three dozen customers quickly pull numbers and rush to the counter.

Back in her office, Marilyn checks through personnel assignments for the day: people to handle the camera, the check-in desk, receptionist station, drive-up window, and examiners for the car and truck driving tests that have been scheduled days in advance.

"With 26 employees, no two days are ever the same for staffing," she says. "I love the variety in my work. I love this office and my job."

As manager of DMV's largest field office, conducting over 1,000 behind-the-wheel tests each month, Marilyn shoulders a lot of

responsibility.

"This is a buck-stops-here kind of job," she says. "If there's a difficult customer or a confusing situation, it comes to me. If a person has failed four drive tests, I give them their fifth test, after which they must wait a year if they don't pass."

Marilyn's career with Motor Vehicles began when she moved to Oregon from Everett, Wash., with her husband and five children. She was considering a job with a tele-

her much about the workings of Motor Vehicles.

"Working more on the policy level, I gained insight into how things worked at Salem headquarters and began to understand why it takes so long to change things.

"In the field, we see what's not working and think we know what can fix the problem. But it's never that simple. You need a lot of time to explore the possibilities, test them and work through channels

This is a buck-stops-here kind of job.

If there's a difficult customer or a confusing situation, it comes to me.'

phone company, where she had worked in Washington for 13 years. But a visit to the Gladstone DMV to register her vehicle changed her plans.

"It looked like an interesting place to work," she says. "So I asked the office manager about applying."

She began work at the East Portland office in 1971 and transferred to Gladstone in 1972. By 1982 she was managing her third DMV field office and had decided to make Motor Vehicles her career. Her next job, as technical supervisor for the division's northern region, taught

so everything is done reliably and credibly."

One change that continues to affect Marilyn's career is the 1986 establishment of drive test centers in Southeast Portland and in Beaverton, with those two offices doing behind-the-wheel tests for the entire Portland metropolitan region.

"The day this office opened was perhaps the most chaotic of my career," she says. "We had a lot of visiting legislators, mobs of people, and the phones were being worked on and never stopped ringing. DMV had one drive test center

open in Eugene, but Portland presented a lot of other problems.

"Things were quite unsettled for a while. But that was two years ago, and now everything's running smoothly," she says.

Marilyn's staff is actively involved in suggesting and implementing ways to improve the operations of the office.

"It's very rewarding to help employees grow through training and on-the-job experience. Of course, then you lose them through promotion. But you've also gained a lot for yourself--and for the agency as a whole.

"For me, the most valuable training was at Silver Falls State Park, where it wasn't just people from Motor Vehicles, but from all the divisions of ODOT. That kind of

In the field, we see what's not working and think we know what can fix the problem. But it's never that simple.'

communication between divisions is very important and what we need more of in Motor Vehicles."

With 18 years of service with DMV, Marilyn is considering an early retirement. One plan she is considering would be to start a catering business with her three daughters.

In the past, Marilyn has been active in church groups and as a leader for Campfire Girls. "This year, except for exercise, I'm keeping my outside activities to a minimum," she says.

If she could make changes in Motor Vehicles, Marilyn would want things to continue as they're developing--only faster.

"We're headed in the right direction on public service concepts, but there's more to be done," Marilyn says. "The same in communications. We need more understanding between the various levels--management and personnel, those in the field and those at headquarters."

As the time nears 11:40, Marilyn walks down the counter to make sure people are getting ready to leave for lunch. She checks the work schedule again, then finds a seat behind the counter--and calls out a number for her first customer.

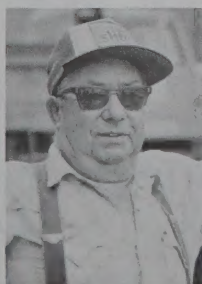
RETIREES REPORT

James B. McDonald, Prineville, highway maintenance worker 3, Prineville Maintenance, Highway Division, retired in 1987.

Jim reports he is "enjoying life" in retirement. He has been working around his home and camping in his 24-foot trailer.

Along with his wife, Barbara, he has taken several mini-vacations, including trips to San Jose, Calif., to Reno, Nev., and to the California coast.

Jim says he does "a little fishing and a bunch of hunting." He hunts



deer and antelope in Central Oregon and elk near Halfway. The McDonalds have three sons, who live in Sisters, Prineville and California, and five grand-

daughters. Their first great-grandchild is due next month, and Jim is hoping it's a boy.

Jim keeps in touch with his

ODOT friends by either visiting the office or having them by his house.

Chester G. Jenks, Clatskanie, highway engineer 1, Astoria, Engineering Crew, Highway Division, retired in 1980.

Chet writes that, with the long winter, he has kept busy plowing snow. But during warmer weather, he and his wife Cleo travel.

Their travels include two trips to Europe, one to France, Spain, Belgium and England, and a bus-group tour of the Scandinavian countries. The Jenks have been to

Hawaii twice and recently completed a tour on the East Coast.

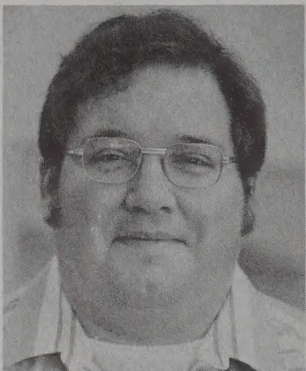
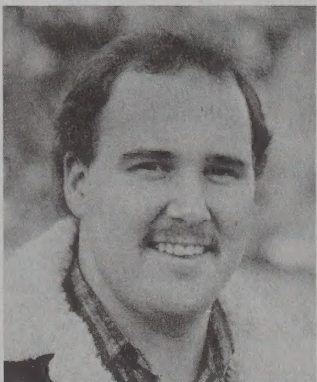
Chet and Cleo are members of the General Baptist Conference, formerly the Swedish Baptist Church and help build church-related buildings and camps. Last summer, for instance, they spent four months building an education unit for their church in Clatskanie.

The Jenks recently spent time helping construct a new children's camp in western Montana. They plan to return there soon to continue their work.

CANDID COMMENTS

If you were to introduce one bill relating to ODOT to the 1989 Legislature, what would it be?

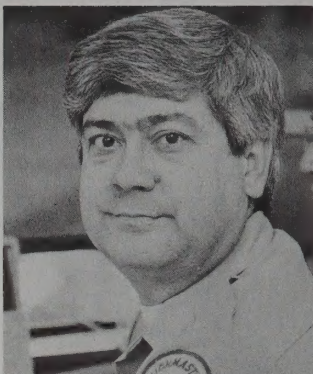
Joe Gray
Traffic Recorder
Technician
Highway Division
La Grande



Earnest Freeman
Motor Vehicle
Representative 1
Redmond

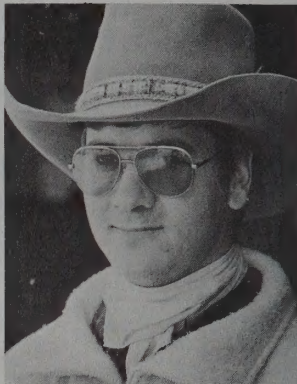


Judy Gregory
Manager
ODOT Personnel Services
Salem



Eldon Banegas
Weighmaster
Port of Entry
Woodburn

Bill McKinney
Highway Maintenance
Worker 2
Moro



Joe Gray

If I could, I would introduce a bill that would increase the wages of ODOT employees to a level equal to what state agencies in surrounding states pay.

Earnest Freeman

I would ask for stiffer penalties for drunk drivers and for motorists caught driving with suspended licenses.

Judy Gregory

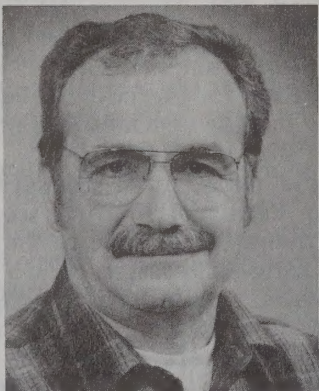
I'd introduce a bill that would mandate that ODOT employees receive recognition for the outstanding service we provide the citizens of Oregon.

Eldon Banegas

If I could, I would introduce a bill that requires spray and splash suppressant devices on all commercial vehicles. With the amount of inclement weather we have in Oregon, the devices would help cut down on splash and spray on small vehicles and cut down on accidents between small cars and trucks.

Bill McKinney

I'd probably have a bill that includes more money for highway maintenance so we can keep up the roads a little better.

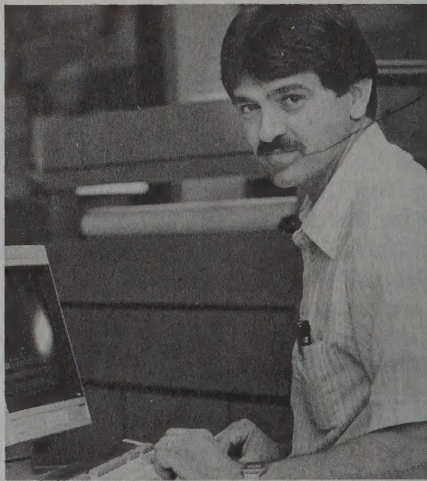


Bob Anderson
District Park Manager
Tryon Creek State Park
Portland



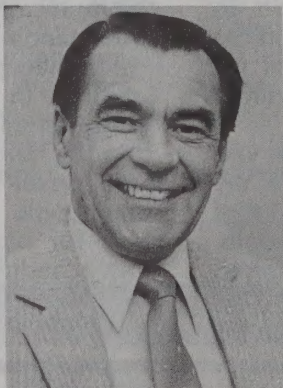
Colleen Watts
Motor Vehicle
Representative 2
Burns

Deanna Ball
Management Assistant A
DMV Program Support
Salem



Randy Jenkins
Engineering Technician 3
Highway Mapping and
Mileage Control
Salem

Ray Damerell
Supervisory Auditor
Audit and Review
Services
Salem



Bob Anderson

I'd like to see the Parks Division become a separate department and become more efficient with its available money. That would allow us to give the public more tourism opportunities and help out the state as a whole.

Ray Damerell

We don't seem to have adequate office space, and we're housing people in a number of areas that I don't think is very cost-effective. It would be nice to have a building or buildings to house those divisions in one centrally located spot in Salem.

Colleen Watts

My bill would require all drivers over a certain age to be re-examined--including a vision, written and road test. Especially anyone over age 65. It would be for their safety and other drivers' safety, too.

Deanna Ball

I would like to see a provision in the agency budget specifically providing funding to move DMV headquarters to a new location. It's highly inappropriate for an agency that promotes public safety to be in a location that's dangerous to its customers and employees.

Randy Jenkins

I'd like to see a portion of the state Lottery Fund go toward economic development relating to the state highway system.